

Frost Tonight; Warmer Tomorrow.

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PRICE ONE CENT.

PEARY ADVANCES REASONS FOR HIS FIGHT ON DR. COOK

Cites Fourteen Things Which, He Says, Disprove Brooklyn Man's Claims.

OUTFIT OF DOCTOR WAS INADEQUATE

Wonders Why Whitney Didn't Take More Care of Instruments Left at Etah.

ST. JOHNS, Newfoundland, Sept. 28.—The steamer Jennie, on board of which is Harry Whitney, the New Haven hunter, arrived here today from the North.

Whitney is expected to come ashore at once, and probably will leave for the United States this evening.

BAR HARBOR, Me., Sept. 28.—That Commander Peary will have little left to say in denying the claims of Dr. Frederick A. Cook when the naval explorer's case is given to the world or to an investigating committee was the belief expressed today by friends who heard the Commander tell just what he thought of Cook and his assertions. Peary went into detail today and he did not mince words. Patently he was angered by the charge that he refused to take Cook's instruments on board at Etah with Harry Whitney because he didn't want to aid Cook.

Peary declares that Whitney betrayed no interest whatever in recovering the records at that time and that if he had been so anxious to bring them at once to the United States it would have meant but the loss of two days' bear hunting for the New Haven sportsman. Furthermore, Peary brands as ludicrous the claim that Cook made 1,700 miles over Arctic ice with the sledges he left at Etah, or with the snowshoes that were shown him.

"It is well known," said Peary, "scoring what his bitterest enemy must regard as a staggering blow to Cook's case, 'what my equipment was when I started north from Cape Columbia. The world has read of my equipment and the world knows what my experience was in the Arctic field. Yet I did not make quite fourteen degrees in my last and only successful dash to the Pole.'"

Laughs at Cook's Sledge. Peary pointed out with a smile that showed every one of his gleaming teeth and ruffled the bristles of his great, sandy mustache, that Dr. Cook had taken one sledge on his 1,700-mile journey over Arctic ice. This was the sledge that Cook left behind him at Etah.

"I examined the sledge," said the commander. "Yes, I looked over it very carefully. So did Henson. So did McMillan. They know sledges, I guess, and so do I. Was it anything like my Morris K. Jesup sledge? (Peary's shoulders shook, though at the same time he grinned his teeth.) I should say it was not anything like the Morris K. Jesup sledge."

"That sledge of Cook's was built along lines of no sledge I ever saw before. Why, I don't believe that sledge would last one day over Arctic ice with a standard load of 500 or 600 pounds."

Getting down to the Whitney phase in his controversy with Cook, Peary asked a few questions that are vital points in his brief against his rival.

"I would like to know," he said, "why, if Harry Whitney took the value of the instruments and proofs that Cook entrusted to his custody—to the custody of a man who was practically a stranger—he did not sail back to Etah on the Jennie for those things? Why did he come from Smith's Sound and leave those treasures to the mercy of another arctic winter?"

Didn't Return for Instruments. "Let me point out," ran on Commander Peary, "where the Jennie was when I last saw Mr. Whitney. I picked up Harry Whitney at Etah on August 17."

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WEATHER REPORT.

Unsettled and showery weather will occur in portions of the great lake region. The rains in the North Atlantic States will end by Wednesday morning, except in Maine; elsewhere fair weather will prevail in Eastern sections.

Unseasonably low temperatures will probably continue in the Atlantic States tonight, and will be followed by rising temperature Wednesday. The temperature will be general over the central valleys tonight.

FORECAST FOR DISTRICT. Fair, with possibly light frost tonight in the lowlands. Wednesday fair with rising temperature; moderate northwesterly, shifting to southwesterly winds.

SUN TABLE. Sun rises 5:52. Sun sets 5:25.

TIDE TABLE. Today—High tide, 12:51 a. m. and 1:20 p. m.; low tide, 7:48 a. m. and 7:44 p. m. Tomorrow—High tide, 1:44 a. m. and 2:07 p. m.; low tide, 7:40 a. m. and 8:01 p. m.

CONDITION OF RIVERS. HARPER'S FERRY, W. Va., Sept. 28.—The Potomac is clear and the Shenandoah is slightly cloudy this morning.

Flooring, Good, \$2.00 Per 100 Feet. Frank Libbey & Co., 6th & N. Y. Ave. Adv.

Some Daily Incidents of the Tourists' Homeward Trip

CHAIRMAN TREGO,

PULLMAN TAKING ON GASOLINE AT BRIDGEPORT.



WAITING FOR DRAW TO OPEN AT NEW HAVEN.

PRESIDENT TAFT SPOKANE'S GUEST

Will Visit Places of Interest and Then Go to North Tacoma.

SPOKANE, Wash., Sept. 28.—The train bearing President Taft, Secretary Ballinger, and John Hayes Hammond reached Spokane at 6:30 o'clock today. A large crowd was at the station to greet Mr. Taft when he arrived under an escort of a committee of the chamber of commerce.

The President and his party had breakfast with the trustees of the chamber and later went for a motor ride around town and reviewed a military and civic parade.

The city is filled with persons interested in forestry and irrigation who have come to hear the President speak on conservation today. After the address Mr. Taft will take luncheon with the local committee and go on an automobile ride to Hayden lake through the Spokane valley.

A visit to Couer d'Alene forest and Grand d'Alene complete the day's program and President Taft will leave for North Tacoma at 9 o'clock.

Too Much for President. President Taft is showing symptoms today of going on a strike. He is chafing under the additional work given him by the committees at the various places visited and unless the enthusiastic gentlemen quit giving him extra stunts to do he will give their towns a very forceful evidence of the Presidential displeasure, cutting short their program in its midst.

At Oiden, Utah, came near being the last straw to break the back of Taft's patience. The original program arranged for Montrose through Secretary Carpenter at Beverly was strenuous enough for the President to go through, but when he reached the town he discovered that the local authorities had arranged for extra speeches and a supper. He smiled grimly, but went through the whole program, extra and all. When he got back to the train at 10:30 instead of about 9 o'clock, as he had hoped, he was nearly exhausted and said a few things more vigorous than polite and paid his compliments to local committee men in general.

At Oiden, Utah, yesterday, the townspeople had all sorts of pleasant things for him to do that was not on the original program, and when he got half

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NEW YORK DAZED BY GRAND PAGEANT

All Past Efforts Eclipsed by the Hudson-Fulton Parade.

NEW YORK, Sept. 28.—The first big land parade of the Hudson-Fulton celebration which traversed the streets of Manhattan this afternoon was the most spectacular event planned for the week. Arranged originally with the educational feature in view, the parade grew out of the first planned narrow limits until, when Major Gen. Charles F. Roe, grand marshal, gave the command to march soon after 1 o'clock, a new record for display in a street demonstration had been made.

There were more than 20,000 men, members of every national and patriotic society in line, escorting fifty-four floats representing the Indian, Dutch, Colonial and modern periods of this country's history, the floats presenting a kaleidoscopic mass of coloring that dazzled the eyes.

Long before the hour to start, the line from 19th street to Washington Arch, at the bottom of Fifth avenue was jammed with spectators, the crowd being massed so deeply that there was grave danger of accident at many points. It was not a poor man's demonstration, as nearly every foot of the way, even the broad stretches along Central Park, were filled with grandstands that had been erected and admission to which ranged all the way from \$2 to whatever the curiosity seeker was willing to pay.

Before the Start. Prior to the start of the parade the floats were ranged along 11th street. Each float mounted on especially designed trucks was preceded by a banner which bore the name of the particular character of event represented.

Leading the parade as it started south this afternoon was Mayor McEllan and Herman Ridder, vice president of the commission. Then came Major General Roe, with his chief-of-staff, Lieut. Col. George A. Wingate, and his aides, all drawn from the ranks of the National Guard. They were followed by a body

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SIX STOCKMEN DIE AS TRAINS CRASH

Fire Adds Horror to Wreck When Flyer Strikes Freight.

CHICAGO, Sept. 28.—At least six persons were killed and a score more or less seriously injured early today when the Panhandle's Cincinnati Flyer crashed into the rear end of a special stock train on the Milwaukee road near the Union Stock Yards.

Six bodies had been recovered at 9 o'clock this morning and two more were believed to be dead under the wreck. All of the dead were Montana or North Dakota stockmen, none of the passengers on the passenger train was injured.

The recovered dead are: JOHN POSTAL, Winona, N. D.

The Dead. JACOB NOTZ, Pullman, N. D.

FRANK KOCH, Dickinson, N. D.

H. H. POTTER, Diamond, Mont.

DANIEL SCHLANGER, Fayette, N. D.

H. H. HAMILTON, Minnesota, N. D.

The Injured. W. W. McDonald, Elgin, Ill., spine injured, scalp wound.

C. H. Hamilton, Livingston, S. D., cut and bruised.

Edward Ampe, right hand broken while assisting in rescue work.

Henry R. Bond, Milwaukee, conductor on the Chicago, Milwaukee and St. Paul train, right leg broken.

Herman Worth, stockman of Haplin, N. D., right foot broken.

Shrieks from the men huddled in the caboose of the stock special when the wreck occurred. The wreckage caught fire when the stove in the caboose overturned. Two cars of stock were burned to death before the firemen could extinguish the blaze.

The wreck occurred near Rockwell street, on the Panhandle's right of way. As soon as the fire was controlled the firemen and policemen who responded to an alarm began giving attention to the dead and injured.

Shrieks from the men huddled under the wreckage told the rescuers where to work. Many victims were pinned under the cars and the burning flesh of the cattle. The passenger train had drawn from the car of cattle directly ahead. Three other cars were telescoped by the shock. The caboose and stock car were burning fiercely when the first engine company arrived.

MURRAY ADVOCATES BANK CO-OPERATION

Comptroller Has in Mind Standard Form of Examination and Report.

Careful and detailed co-operation between the Federal and State bank supervisory authorities is proposed by Comptroller of the Currency Lawrence O. Murray in a letter which he has addressed to the State authorities in charge of the matter. For a long time Mr. Murray has had in mind the perfection of such a project, and he believed, from his studies of the experience of the past, that great benefits may be secured through it.

The fact that two classes of banking institutions operate side by side in the same cities, some under Federal and some under State supervision, and some absolutely without any supervision, has made it extremely difficult in many cases to get at the truth about the condition of institutions. The same person or firm may be a borrower at a State institution and a National. The National Bank Examiner, unable to determine the extent of the liability to the State bank, may be misled into supposing that paper is perfectly safe, when, if he knew the aggregate of the borrower's obligations, he would be moved to insist on steps toward liquidation.

Therefore the Comptroller has proposed to the State authorities, that if they have no means for a detailed study of lists of borrowers in various localities, they conclude to acquire them. In this co-operation between the State and National authorities would be of especial value. Only by such joint action could it be possible to get at the accurate facts about borrowers' financial conditions. But such complete lists of borrowers in each district, from both State and National banks, available for the use of both classes of examiners, accurate conclusions could be reached, concerning the reliability of all borrowers. With such co-operation, moreover, the possibility of shifting funds and securities among banks, in anticipation of examination, would be lessened, balancing act and forth among banks in general a much more accurate check could be maintained against any possible collusion of executives to mislead the examiners.

There have been a good many demonstrations, in actual experience, of the need of such co-operation. So far as possible, the State authorities in various States have co-operated with the national supervisory authorities in adopting identical dates for examination of banks; but this is frequently impossible because some of the statutes provide for a different number of examinations per annum—sometimes greater and sometimes less—than the Federal authorities impose. The Comptroller believes that if all the State supervisory authorities would come to Washington for conference with the national department, much benefit would result from the exchange of ideas. He has in mind the development, if possible, of a standard form of examination and report for all banks, under whatever supervision, which may later be worked out.

BARGE SINKS IN BAY, CREW IS RESCUED

W. E. Barker, Bound for Norfolk, Founders in Chesapeake Gale.

BALTIMORE, Md., Sept. 28.—The barge W. E. Barker, which sailed from this port, in company with the barges Vulcan and Neptune in tow of the Southern Transportation Company tug Dixie, for Norfolk, foundered in the Chesapeake. The barge parted her tow during the gale that swept the Chesapeake and Delaware capes, but the crew was rescued by the Dixie. The W. E. Barker is owned by the Dempseys, of Philadelphia.

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TOURISTS SPEEDING ALONG BACK TRAIL; ARRIVE TOMORROW

Standing at End of Fourth Day's Run

PERFECT SCORES.				
No.	Car.	No.	Car.	
9	Maxwell	36	Elmore	
28	Renault	13	Pullman	
30	Marmion			

PENALIZED.				
No.	Car.	1st day	2d day	3d day
21	American-Simplex	—	0.1	—
14	Spoerer	0.3	—	—
24	Crawford	—	—	0.4
29	Hupmobile	0.2	—	0.4
20	Winton	1.4	—	—
1	Chalmers-Detroit	0.4	—	1.1
7	Ford	1.7	0.3	—
27	Matheson	0.4	—	1.1
26	Reo	—	—	4.0
12	Pullman	—	—	66.7
31	Washington	0.1	0.1	31.2
15	Columbia	0.1	382.7	567.3
5*	Washington	0.2	0.1	0.6
18*	Corbin	—	—	2.2
32	Washington	—	—	2.2
11*	Maryland	—	—	118.6
16	Croston-Keeton	0.5	4.3	1.1
17	Croston-Keeton	—	—	—
34	Selden	0.2	1,000	—
37*	Pullman	—	5.4	1,000

*Corrected score not made up yet by the referee. The standing of the cars on the fifth day's run from Williamsville to New York will be computed tonight.

Cheered by Hundreds Cars Leave Gotham Just After Daylight.

Drivers Realize That All Depends on Results of Final Dash.

NEW YORK, Sept. 28.—Cheered by hundreds of sightseers who are here for the Fulton-Hudson celebration, as well as by crowds of New Yorkers who got up before breakfast to bid them good-by, the cars in the Frank A. Munsey reliability run trailed out of New York city this morning just after daylight.

"If they would start at 2 a. m. there would be a crowd to see them off," remarked an official of the American Automobile Association. Members of the association as well as of the Auto Club of America were on hand to see the start.

The scene was impressive. By 5 o'clock most of the drivers and observers had gathered at the Munsey run headquarters to arrange the last details before the start.

IS CRUCIAL TEST. Every man seemed to realize that the run from New York home is the crucial test, and that on that test the success or failure of his record depends.

In preparation for the early morning start, the party at the dinner given the contestants last evening by Frank A. Munsey at the Waldorf broke up early.

Almost as early as those directly interested in the run were the spectators. They were not of the small boy type. The persons who got up at 6 a. m. were those who were extremely interested in automobile runs, and in the Munsey tour in particular. Many of the personal friends of the owners of cars, representatives of the factories represented directly in various phases of the contest have seen in New York during the motorists' brief stay there, and these were all on hand to see the getaway.

Start on Time. The cars started for their run to Philadelphia at exactly 6 o'clock. Chairman Trego was on hand, and was kept busy shaking hands with the auto officials present. He was congratulated again and again for the part he has played in making the early stages of the run a success.

There was an unusual air of expectancy among the drivers this morning. Through Gotham's streets enough people were astir to give the tourists a rousing send-off every few blocks. The same excellent police protection that

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Dust-Covered Veterans Will Lead the Chamber's Floral Parade.

Cars Arrive in Afternoon. Bulletin to Give Advance Notice.

The Frank A. Munsey reliability cars, sprinkled with dust particles representing the roads all the way between Boston and the Capital, will lead the Chamber of Commerce automobile floral parade day after tomorrow.

The cars will reach the Capital early tomorrow afternoon. The time of arrival will be bulletined in The Times window in the morning.

Believing that the spirit of the days when Rome flourished, and triumphal marches were accorded returning heroes would be re-enacted in modern setting by thousands turning out to witness the men and machines that have done strenuous things, the committee on arrangements for the parade last night voted to a man to have the Munsey cars placed at the head of the pageant.

COMMITTEE'S REASONS.

The decision was reached at the conclusion of several enthusiastic speeches made by members of the committee who declared that from the standpoints of automobilists and the public it was essential that the reliability cars should be given the most prominent position in the parade, since they would be of no more interest than any other machines entered.

At the outset, there was a slight opposition to undecorated cars leading decorated ones. This was voiced by members who stood out for embodying only the esthetic feature in the parade. It was scarcely expressed, however, before a volume of arguments against it began, to be expressed by members favoring first place for the Munsey entries, and, when the question was finally put to a vote, it was found that the opposition had been entirely quashed.

Stoddard's Report.

The discussion over the place to be given the Munsey cars led off with a report that Joseph Stoddard, deputy grand marshal, who, after having conferred with officials of the reliability contest, said he had been informed by them that they would not ask the entrants in the reliability to participate in the parade unless they could be given first place or the position immediately back of the electric section.

Mr. Stoddard declared that the position of the Munsey officials had been Piper Heldsieck tobacco is a gentleman's chew and gentlemen chew it. Do you?—Adv.

WASHINGTON will welcome tomorrow the Munsey tourists, who are now speeding southward from New York city. The automobiles will check in for the last time early in the afternoon, just outside the city, and are expected to be received at Fifteenth and H streets northeast, by the District Commissioners and the leading business men of the city a short time later.

The cars will be escorted by this reception committee down Maryland avenue to Second and B streets; then along B street on the north side of the Capitol to First street northwest; then to Pennsylvania avenue; thence down to the Munsey Building, where it is expected they will arrive about 3:30 p. m.

The time of arrival will be bulletined in The Times' windows as soon as it is definitely known, and information will be given by telephone. All automobilists desiring to join the reception party are requested to be in front of the Munsey Building at 2:30 o'clock tomorrow afternoon.